

BookletChart™

Tanaga Bay and Approaches

NOAA Chart 16462

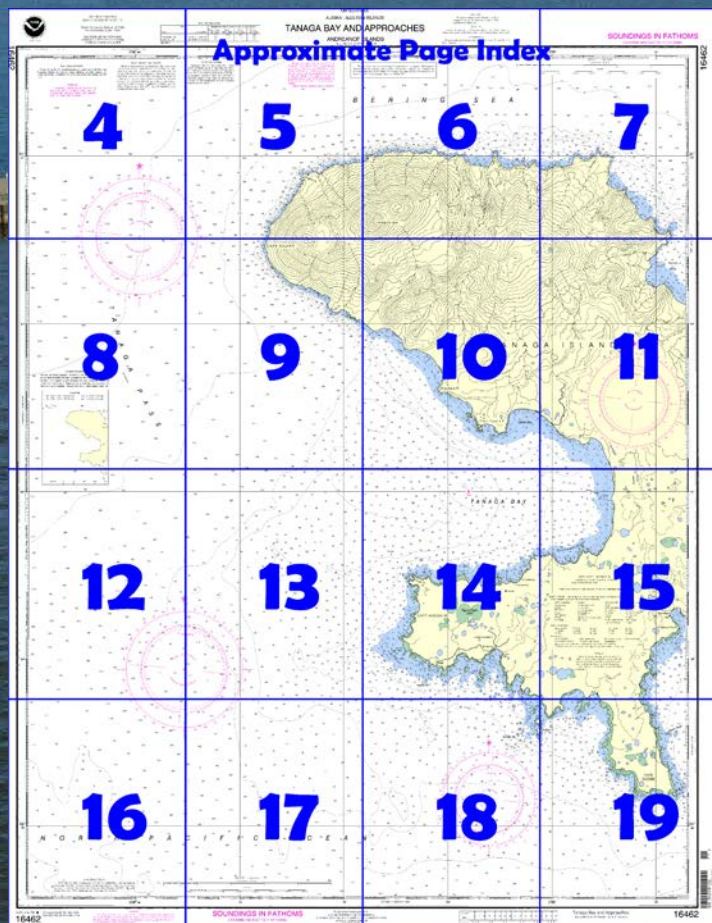


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

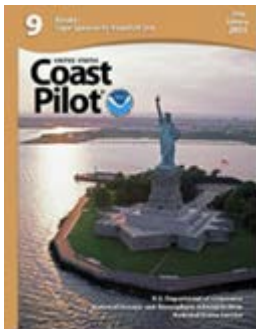
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16462>.



(Selected Excerpts from Coast Pilot)

The N coast of Tanaga Island between Gage Point and **Cape Sajaka** is very irregular with many vertical lava cliffs. A large waterfall, 2.5 miles W of **Bumpy Point**, is 348 feet high and pours from the top of a vertical cliff. Dangers are within 0.5 mile of the shore. Currents are strong along this stretch of coast.

The two prominent peaks in the interior are connected by a saddle; the E one is about 4,600 feet high and the W, **Tanaga Volcano**,

is 5,925 feet high.

From Cape Sajaka SE to Tanaga Bay several shallow valleys with black sand or gravel beaches across them indent the otherwise mountainous

interior. **Blackface Point**, 7 miles SE of Cape Sajaka, is a prominent headland with black rock cliffs near the top of steep grassy bluffs. Dangers are within 0.5 mile of the shore. In good weather vessels may anchor 3 miles NW of **Cape Agamsik**, 0.8 mile off the sand beach, in 15 fathoms, flat sand bottom.

Tanaga Bay, on the W side of Tanaga Island, affords protection from all except W weather. The bay is a good anchorage for large and small vessels; depths and places can be selected as desired. The bottom is uniformly fine, black, hard sand with only fair holding qualities in heavy weather. The head of the bay shoals gradually from 2 miles out to a sand beach. The S shore is irregular with reefs and kelp beds. Dangers are within 0.7 mile of the bay shore. Several visible rocks on **Middle Ledge**, that extend almost 0.5 mile offshore at the head of the bay, are of some assistance when anchoring near the head.

Cable Bay, a small cove on the N side of Tanaga Bay E of prominent Cape Agamsik, affords protection to small craft in W weather. Water is available at the head of the bay.

Cape Amagalik, on the S side of the entrance to Tanaga Bay, is low but backed by higher grassy hills. A shoal extends 1.5 miles W of the cape. A dangerous reef, marked with heavy kelp and rocks, is inside the shoal area. Tide rips are severe off the cape. All vessels should clear the cape by at least 4 miles when a moderate swell is running against the current. Small vessels should not attempt passage with a heavy swell running. Seas 12 to 14 feet high have been encountered in the area in moderate weather. A flood current of 3 knots has been observed; larger velocities probably occur. The flood sets N and the ebb S.

Tide rips have been observed on the 26-fathom bank 4 miles NW of Cape Amagalik.

Pilotage, Tanaga Bay.—Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the waters of the State of Alaska. Tanaga Bay is served by the Alaska Marine Pilots. (See **Pilotage, General** (indexed), chapter 3, for the pilot pickup stations and other details.) A skeleton tower on top of a 145-foot bluff on the S side of Cape Amagalik and **Harem Rock**, 0.6 mile SW of the tower and usually marked by heavy breakers, are prominent.

Lash Bay, 3 miles E by S of Cape Amagalik, is the site of an abandoned World War II military installation. Only small craft should enter the bay, and then with caution under favorable weather conditions. The inshore part of a 600-foot wharf remains at the head of the bay; a depth of 8 feet is off its outer end. Broken piling of the outer section of the wharf is covered and constitutes a real danger. Two diamond-shaped targets set on a hill just W of the wharf form an entrance range on course **002°**. A shoal covered less than 3 fathoms is in the approach on the range line extended; dangerous covered rocks are near both sides of the range line approaching the head. The bay is useful only as a temporary anchorage because of limited swinging room and shoal water.

Scarab Rock, 0.6 mile WSW of **Tidgituk Island**, is 50 feet high and prominent.

South Bay, on the S coast of Tanaga Island just W of Cape Sasmik, affords anchorage during N and E weather. A reef that uncovers extends 0.5 mile S from the center of the head of the bay; a shoal with depths of 7 to 2 fathoms continues S for another 0.5 mile. A trapper's cabin is near the mouth of a stream NE of the reef. Anchor in the E half of the bay, 0.5 mile off the E shore, in 12 fathoms, flat sand bottom.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau

Commander

17th CG District

Juneau, Alaska

(907) 463-2000

Table of Selected Chart Notes

Corrected through NM May 29/04
Corrected through LNM May 11/04

Mercator Projection
Scale 1:50,000 at Lat 51° 45'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE B

Extremely heavy tide rips and strong currents, which at times make control of vessels difficult, may be encountered in the passages between the North Pacific Ocean and the Bering Sea.

See Tidal Current Tables for supplemental information.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 5.202" southward and 9.116" westward to agree with this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

HEIGHTS

Heights of rocks are in feet above Mean High Water. Contour values and summit elevations are in feet above Mean Sea Level.

AUTHORITIES

Hydrography and topography by the National Ocean Service,
Coast Survey.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, *United States Coast Pilot*.

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UPDATING SERVICE

FOR THIS CHART, a listing of NOTICE TO MARINERS (NM) corrections subsequent to the NM corrected through date shown in the lower left hand corner, is available from the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

ABBREVIATIONS

(For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

| | | | |
|-------------------|--------------------------|------------------------|--------------------|
| AERO aeronautical | G green | Mo morse code | R TR radio tower |
| Al alternating | IO interrupted quick | N nun | Rt rotating |
| B black | Is isophase | OBSC obscured | S seconds |
| Bn beacon | LT HO lighthouse | OC occulting | SEC sector |
| C can | M nautical mile | Or orange | St M statute miles |
| DIA diaphane | m minutes | Q quick | VQ very quick |
| F fixed | MICRO TR microwave tower | R red | W white |
| Fl flashing | Mk marker | Ra Ref radar reflector | WHIS whistle |
| | | R Bn radiobeacon | Y yellow |

Bottom characteristics:

| | | | | |
|--------------|----------|---------|-------------|-----------|
| Bds boulders | Co coral | gy gray | Oys oysters | so soft |
| bk broken | G gravel | h hard | Rk rocks | Sh shells |
| Cy clay | Gr grass | M mud | S sand | sy sticky |

Miscellaneous:

| | | | |
|-----------------------|-------------------------|----------------------|-----------------|
| AUTH authorized | Obstr obstruction | PD position doubtful | Subrn submerged |
| ED existence doubtful | PA position approximate | Re reported | |

21. Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

TIDAL INFORMATION

| Place | | Height referred to datum of soundings (MLLW) | | | |
|----------------|----------------------|--|-----------------|----------------|-------------------|
| Name | (LAT/LONG) | Mean Higher High Water | Mean High Water | Mean Low Water | Extreme Low Water |
| | | feet | feet | feet | feet |
| Tanaga Bay, AK | (51°43'N / 178°00'W) | 4.0 | -- | -- | -3.0 |
| Gusty Bay, AK | (51°52'N / 177°54'W) | 3.3 | -- | -- | -3.0 |

(Mar 2004)



Mercator Projection
Scale 1:50,000 at Lat 51° 45'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

TIDAL INFORMATION

| Place | Name | (LAT/LONG) | Height referred to datum of soundings (MLLW) | | | |
|----------------|------|---------------------|--|-----------------|----------------|---------|
| | | | Mean Higher High Water | Mean High Water | Mean Low Water | Ext Low |
| | | | feet | feet | feet | feet |
| Tanaga Bay, AK | | (51°43'N/ 176°00'W) | 4.0 | -- | -- | -- |
| Gusly Bay, AK | | (51°52'N/ 177°54'W) | 3.3 | -- | -- | -- |

(Mar 2004)

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

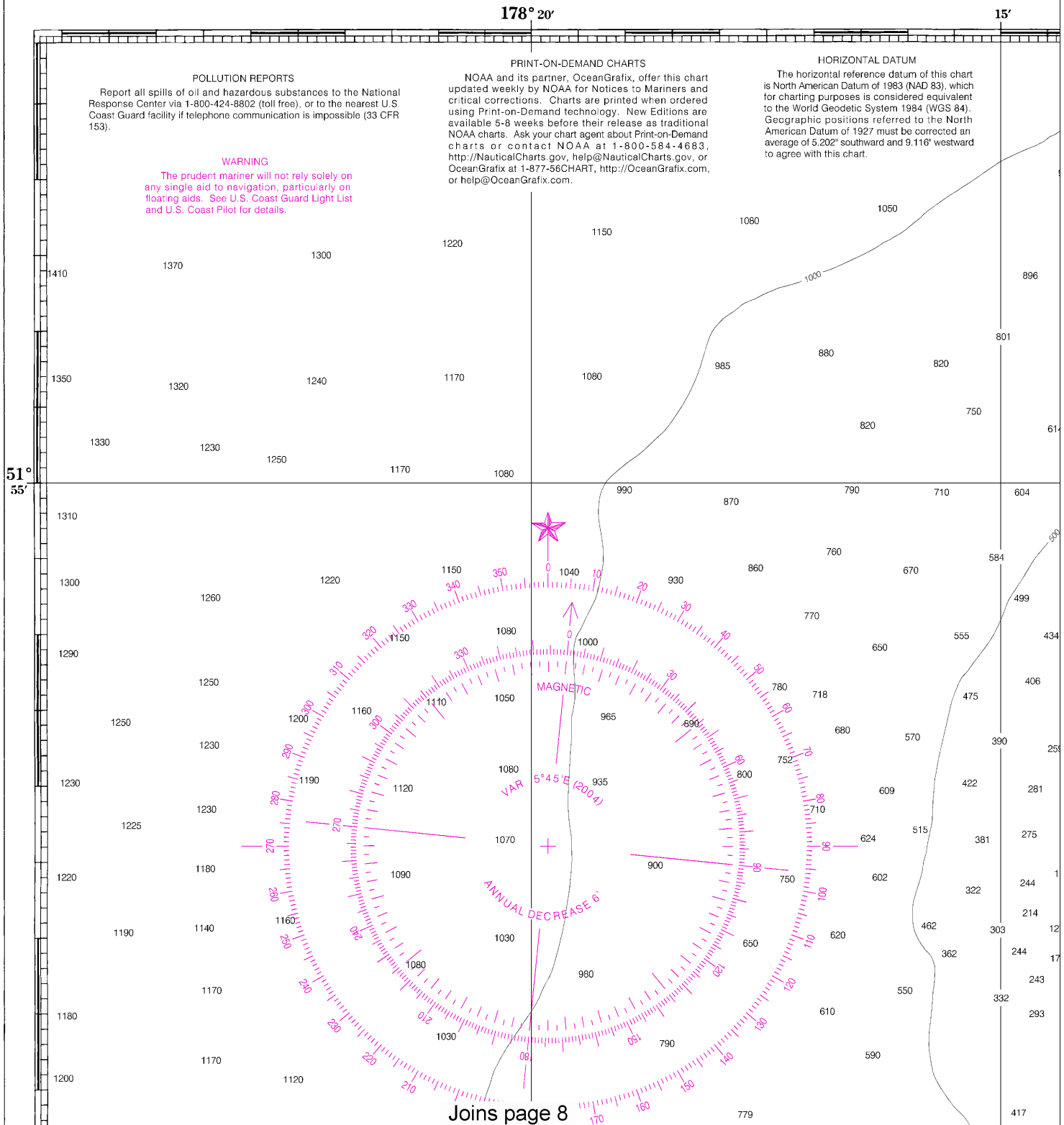
PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 5.202' southward and 9.116' westward to agree with this chart.

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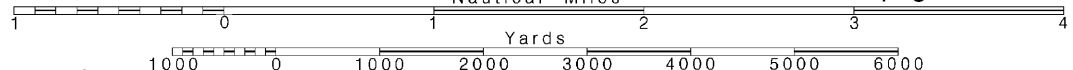
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:50,000
Nautical Miles

See Note on page 5.



UNITED STATES

ALASKA - ALEUTIAN ISLANDS

TANAGA BAY AND APPROACHES

ANDREANOF ISLANDS

1st Ed., Mar. 1945 D-1957-911 Kapp 2485

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

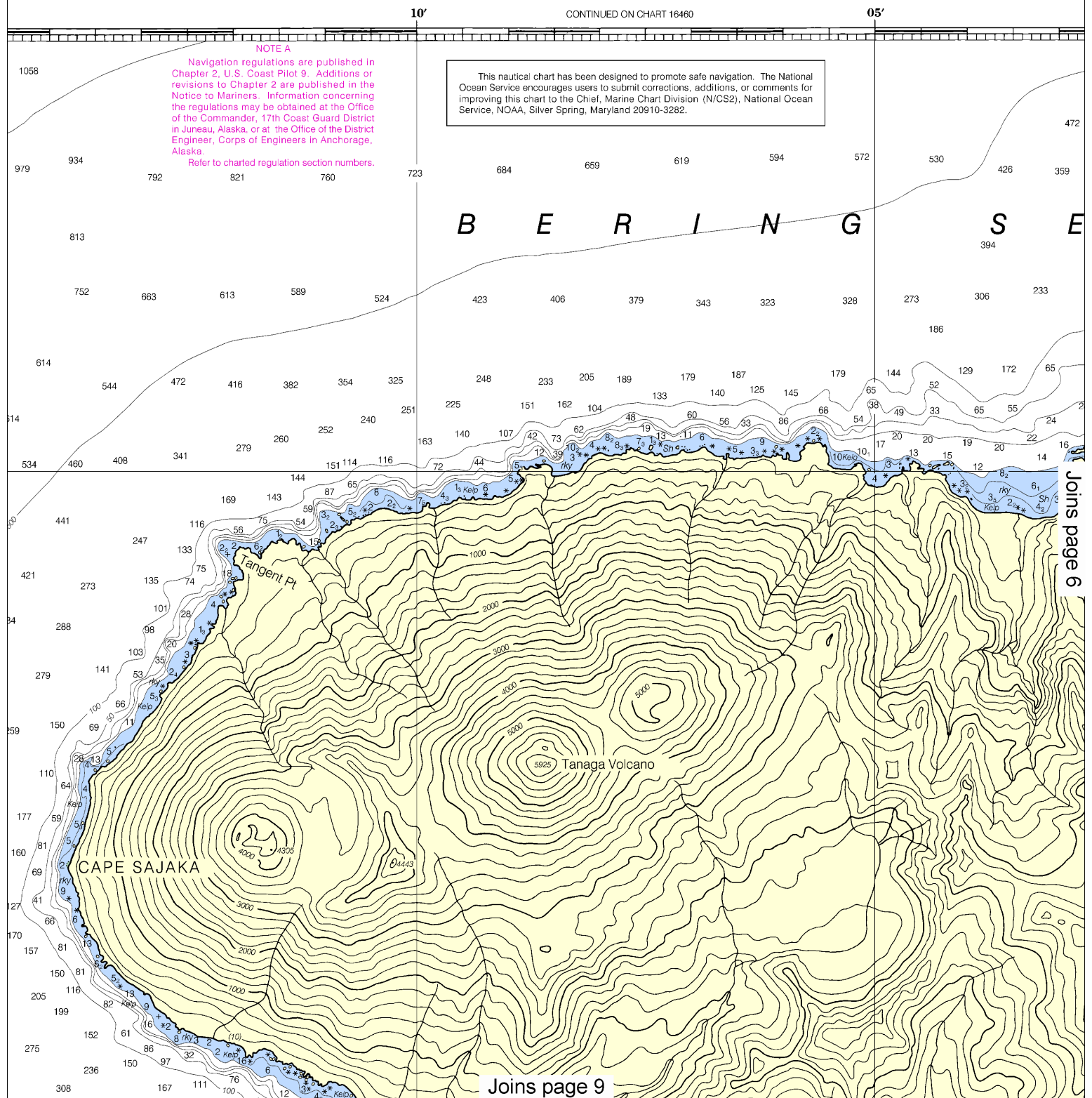
HEIGHTS

Heights of rocks are in feet above Mean High Water values and summit elevations are in feet above Mean Sea Level.

AUTHORITIES

Hydrography and topography by the National Oceanic and Atmospheric Administration, U.S. Coast Survey.

| |
|-------------------|
| ILLW) |
| Extreme Low Water |
| feet |
| -3.0 |
| -3.0 |

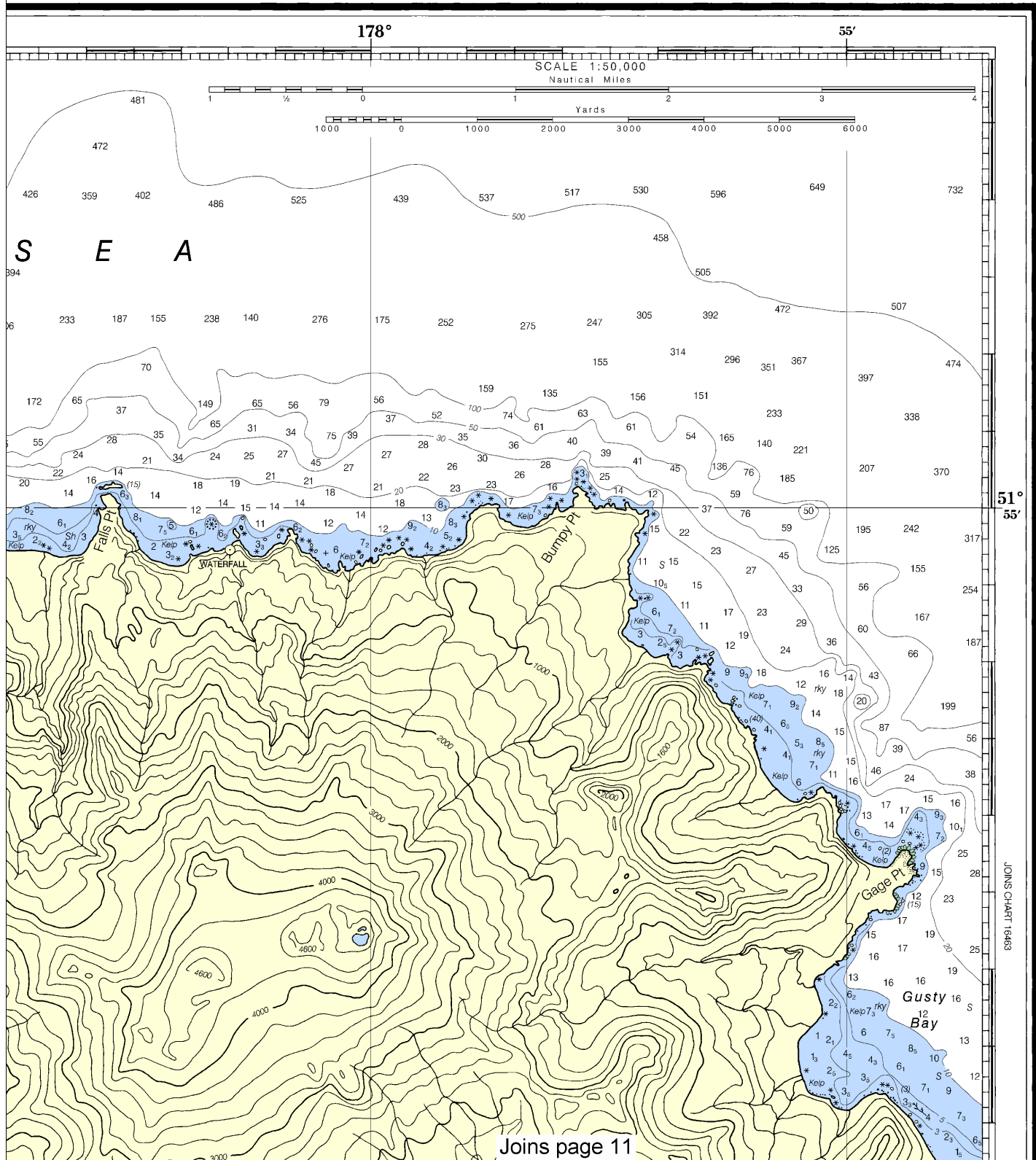


This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:66667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

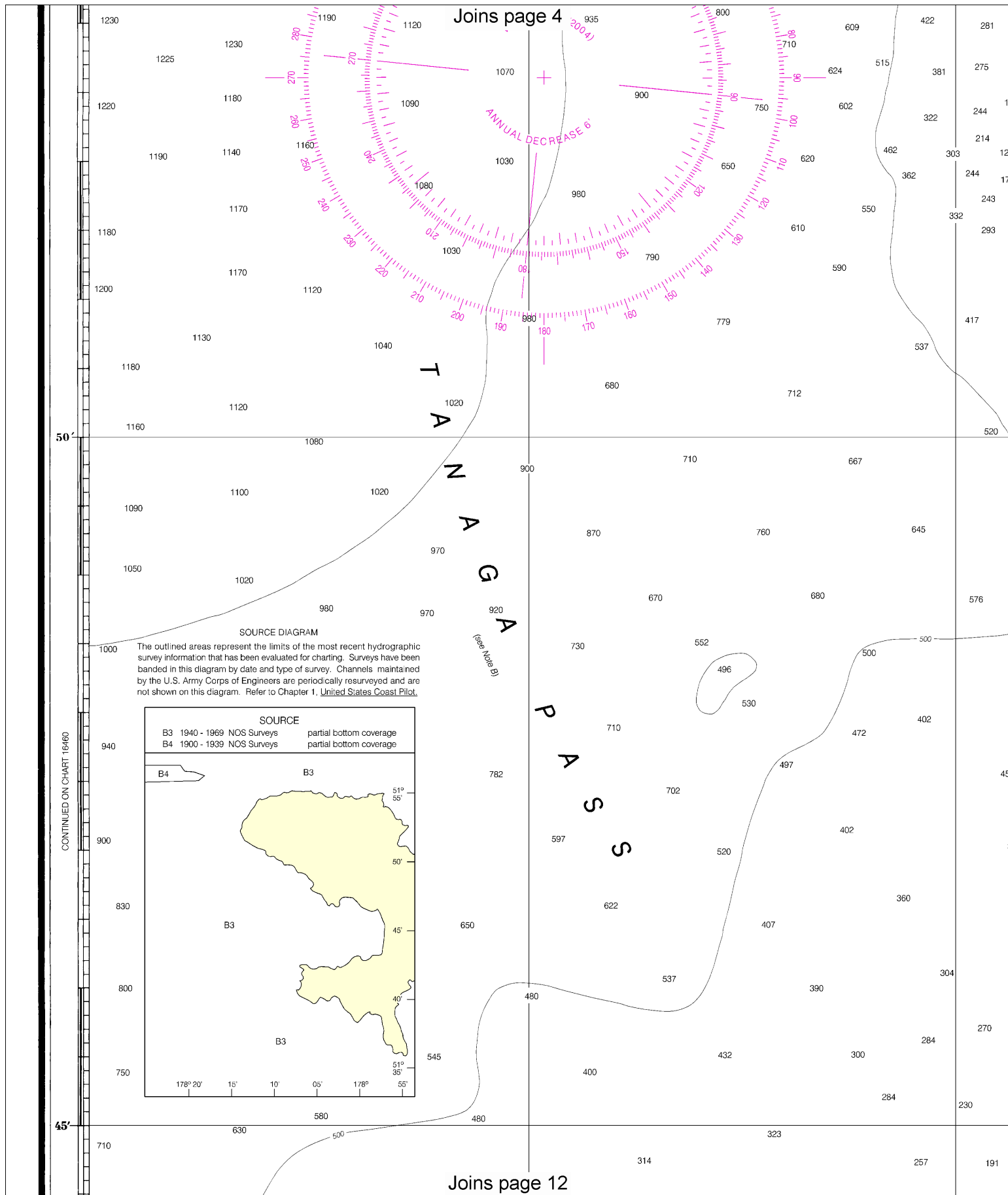
CAUTION
 Changes or defects in aids to navigation
 are indicated on this chart. See
 Notices to Mariners.
 HEIGHTS
 are in feet above Mean Sea Level.
 AUTHORITY
 by the National Ocean Service.

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
 NGA Weekly Notice to Mariners: 4812 12/1/2012,
 Canadian Coast Guard Notice to Mariners: 0912 9/28/2012.



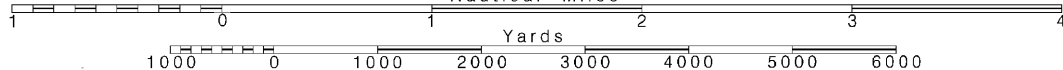
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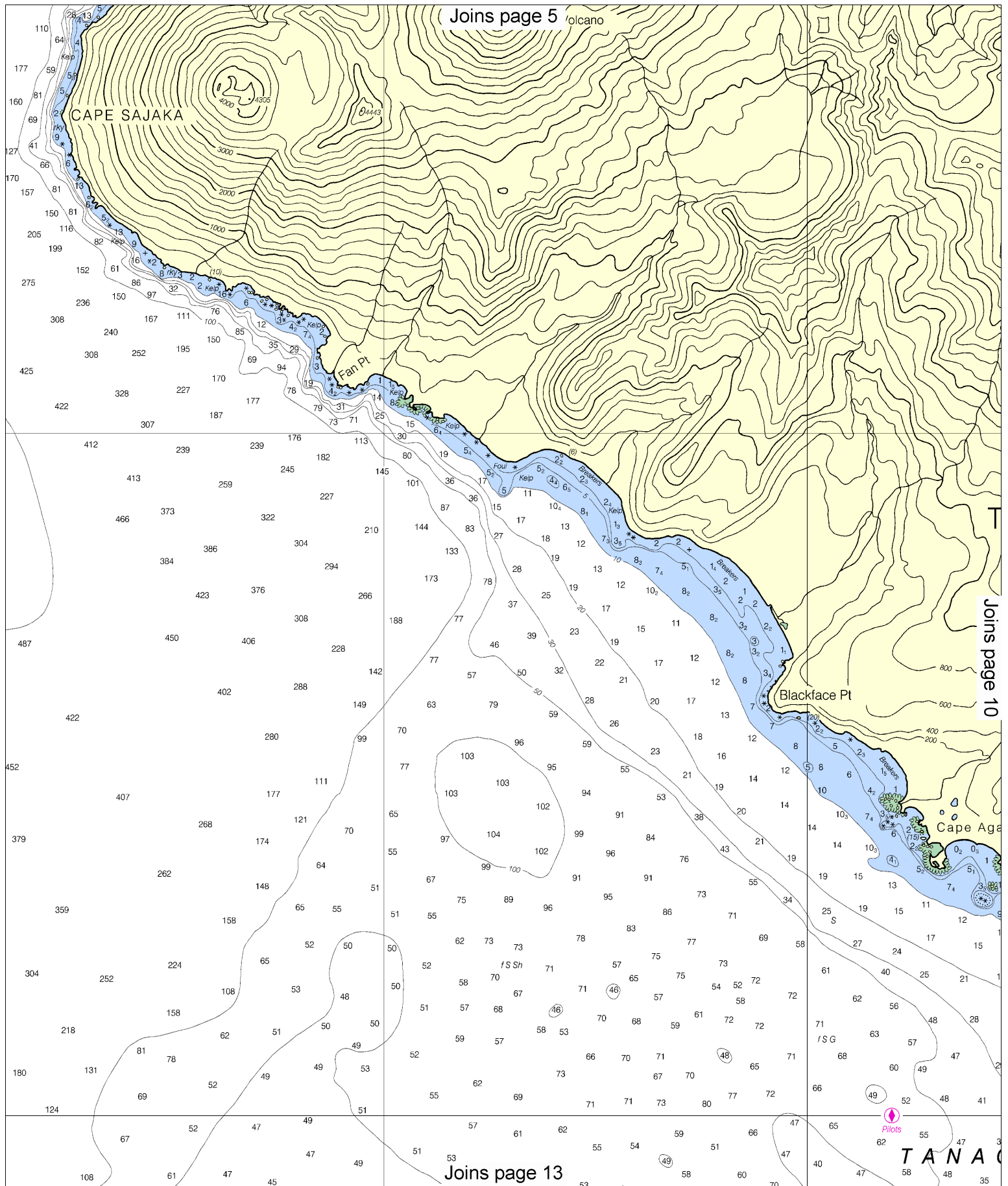
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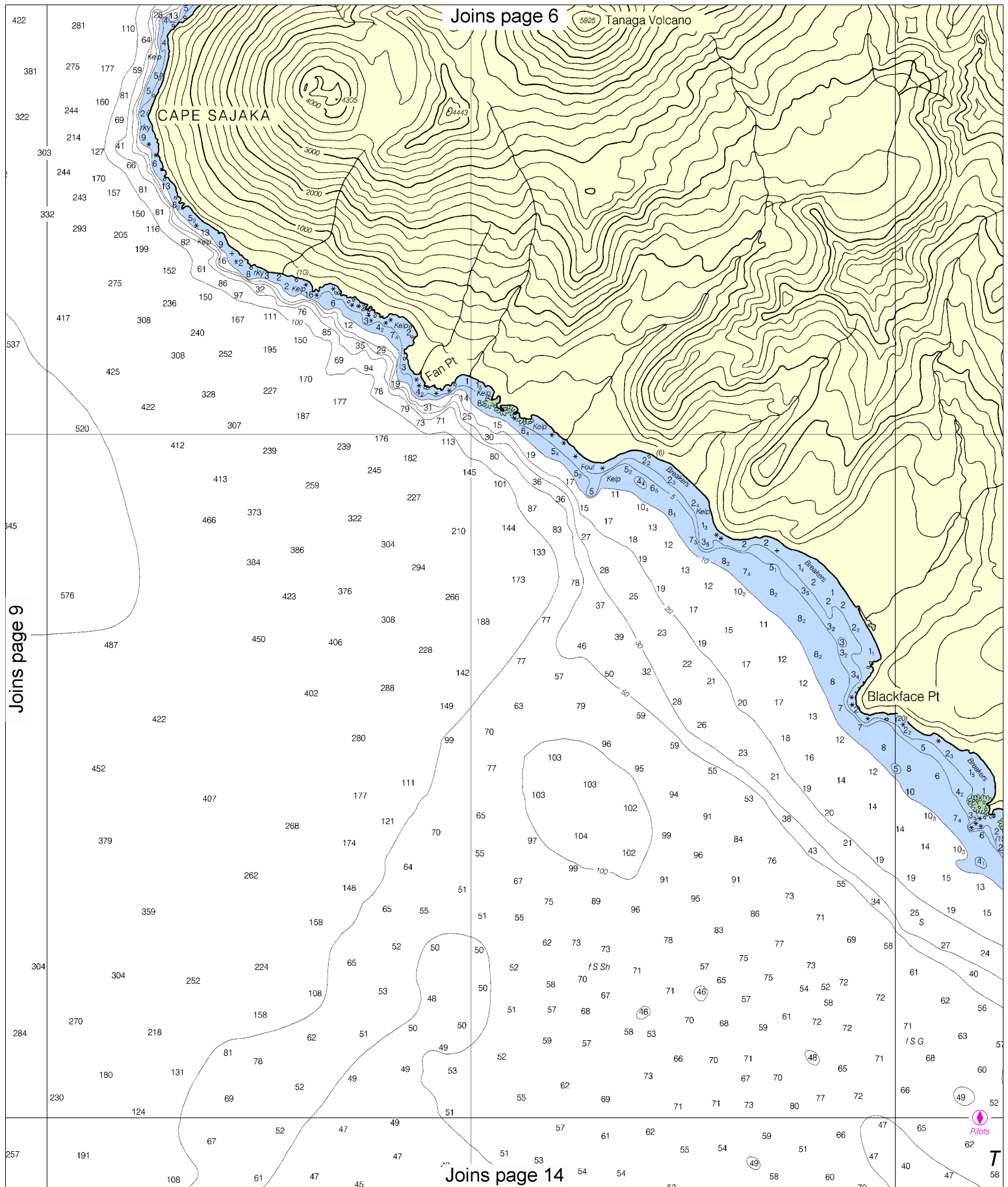
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SCALE 1:50,000
Nautical Miles

See Note on page 5.







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Joins page 6

Joins page 14

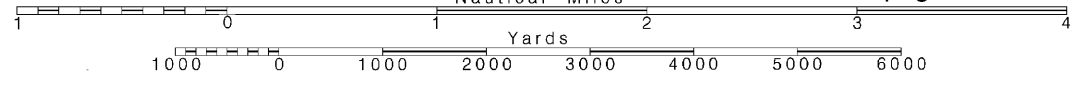
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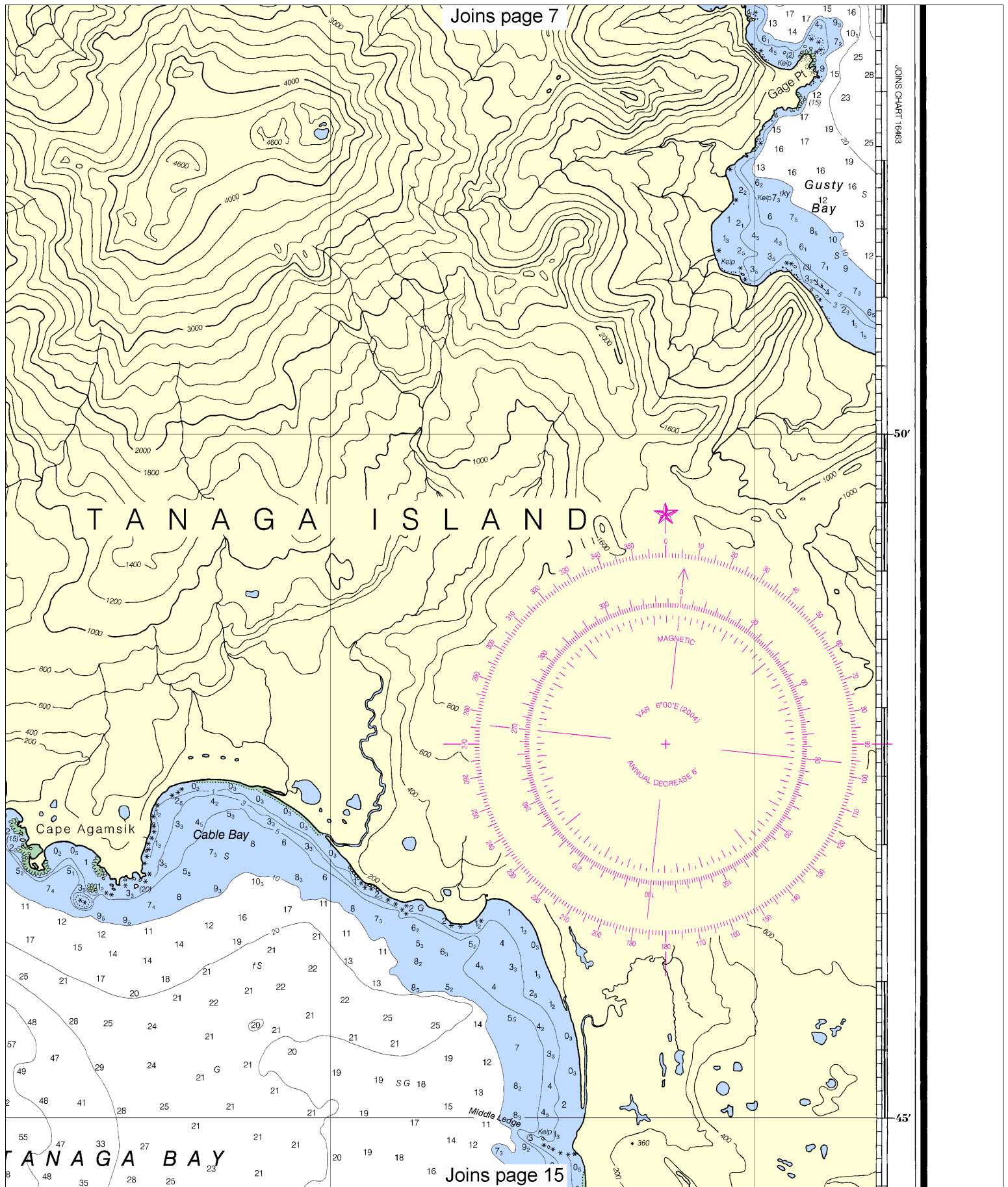
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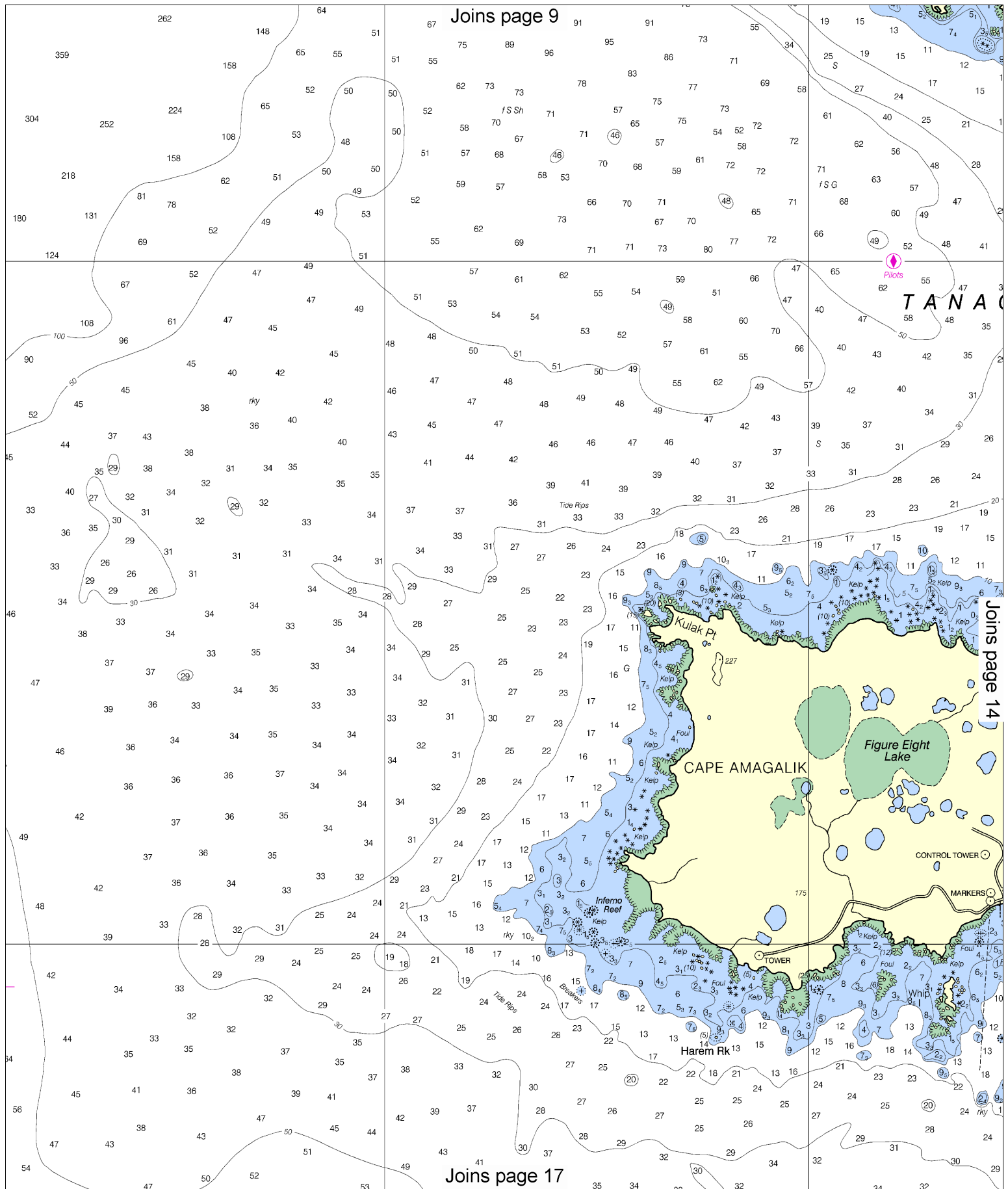
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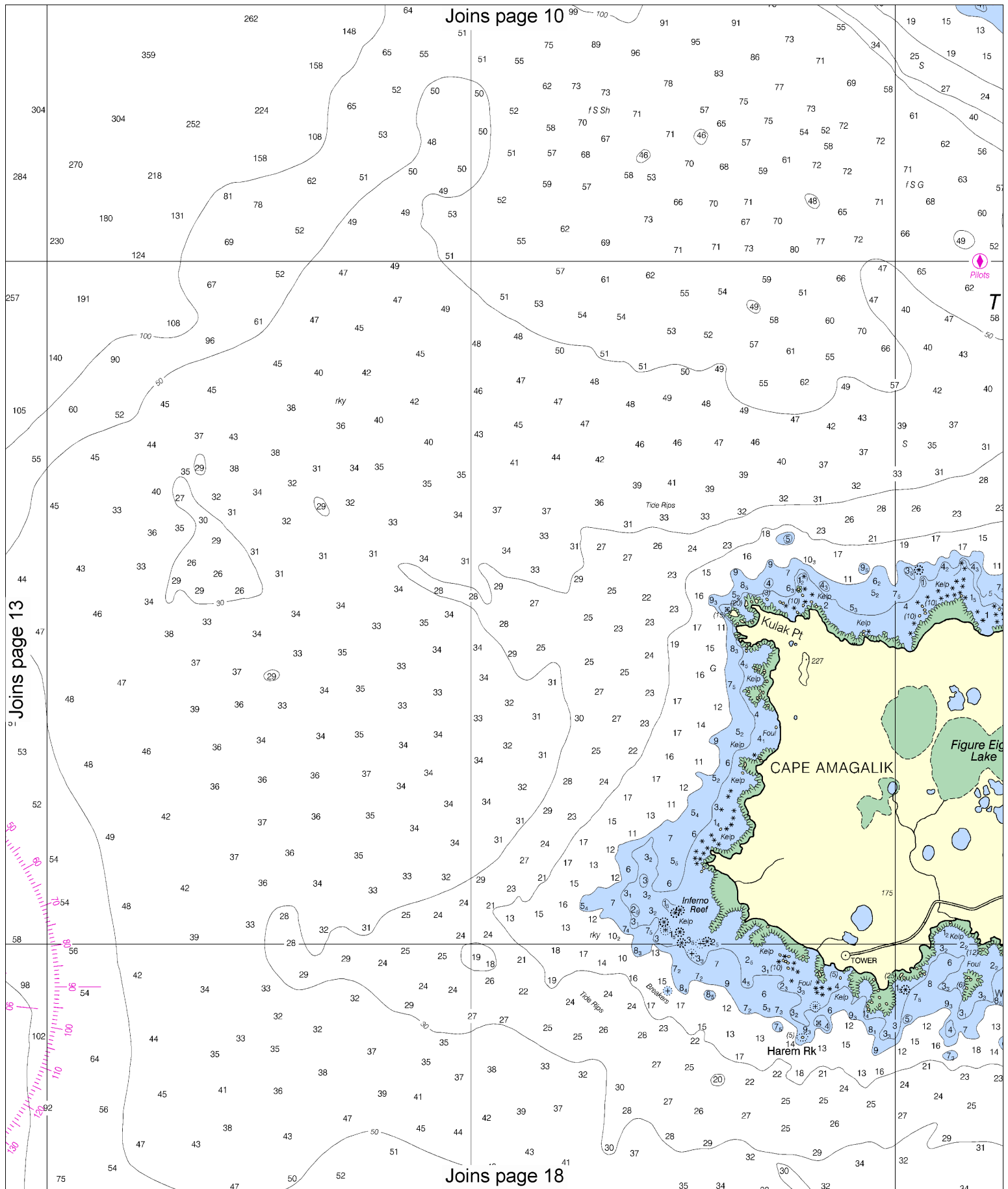
SCALE 1:50,000
Nautical Miles

See Note on page 5.









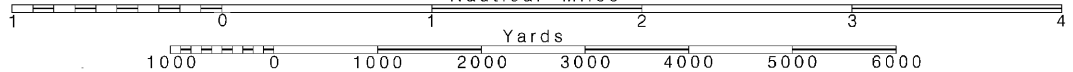
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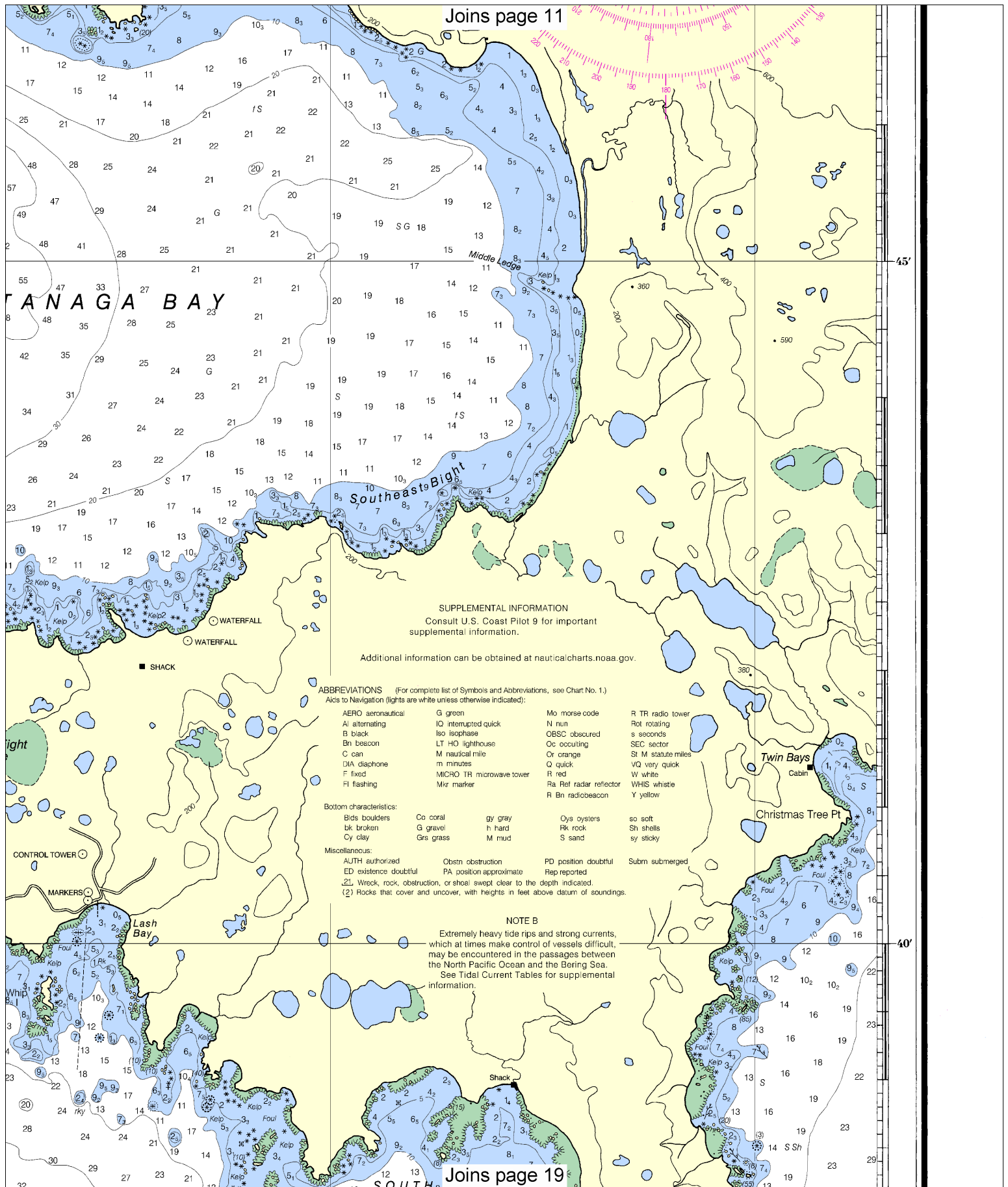
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:50,000
Nautical Miles

See Note on page 5.





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TANAGA BAY

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 9 for important
supplemental information.

Additional information can be obtained at nauticalcharts.noaa.gov.

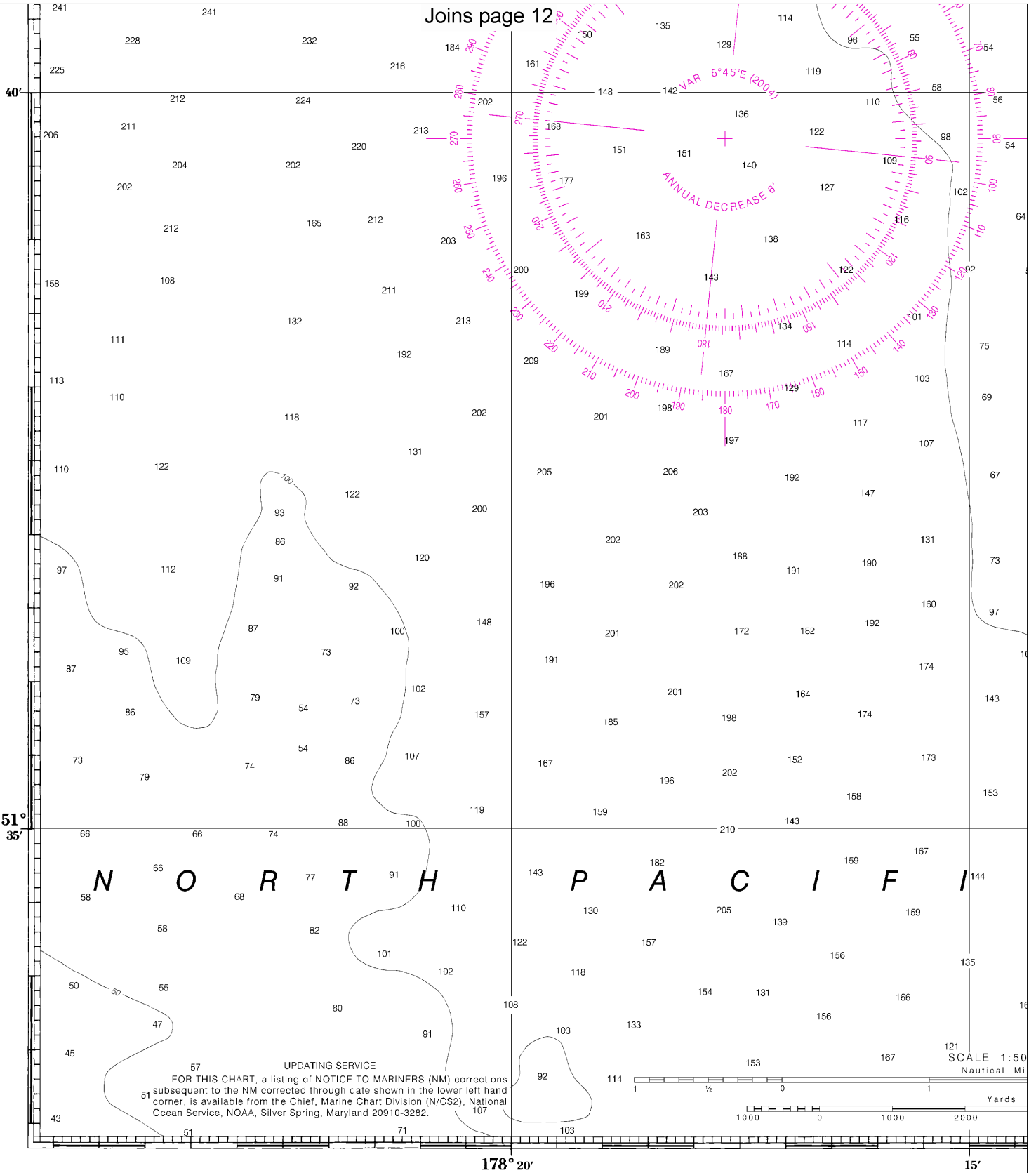
ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

- | | | | |
|-------------------|--------------------------|------------------------|--------------------|
| AERO aeronautical | G green | Mo morse code | R TR radio tower |
| Al alternating | IO interrupted quick | N nun | Rot rotating |
| B black | Iso isophase | OBSC obscured | s seconds |
| Bn beacon | LT HO lighthouse | Oc occulting | SEC sector |
| C can | M nautical mile | Or orange | St M statute miles |
| DIA diaphone | m minutes | Q quick | VQ very quick |
| F fixed | MICRO TR microwave tower | R red | W white |
| Fl flashing | Mkr marker | Ra Ref radar reflector | WHIS whistle |
| | | Rn Bn radiobeacon | Y yellow |
- Bottom characteristics:
- | | | | | |
|--------------|-----------|---------|-------------|-----------|
| Bds boulders | Co coral | gy gray | Oys oysters | so soft |
| bk broken | G gravel | h hard | Rk rock | Sh shells |
| Cy clay | Grs grass | M mud | S sand | sy sticky |
- Miscellaneous:
- | | | | |
|--|-------------------------|----------------------|----------------|
| AUTH authorized | Obstn obstruction | PD position doubtful | Subm submerged |
| ED existence doubtful | PA position approximate | Rep reported | |
| (2) Wreck, rock, obstruction, or shoal swept clear to the depth indicated. | | | |
| (2) Rocks that cover and uncover, with heights in feet above datum of soundings. | | | |

NOTE B

Extremely heavy tide rips and strong currents, which at times make control of vessels difficult, may be encountered in the passages between the North Pacific Ocean and the Bering Sea. See Tidal Current Tables for supplemental information.

Joins page 19



6th Ed., May/ 04 ■ Corrected through NM May 29/04
 16462 Corrected through LNM May 11/04

CAUTION
 This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

SOUNDINGS
 (FATHOMS AND METERS)

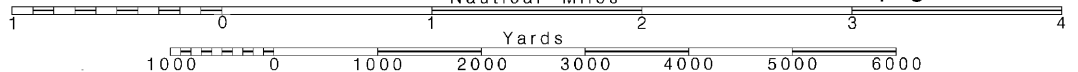
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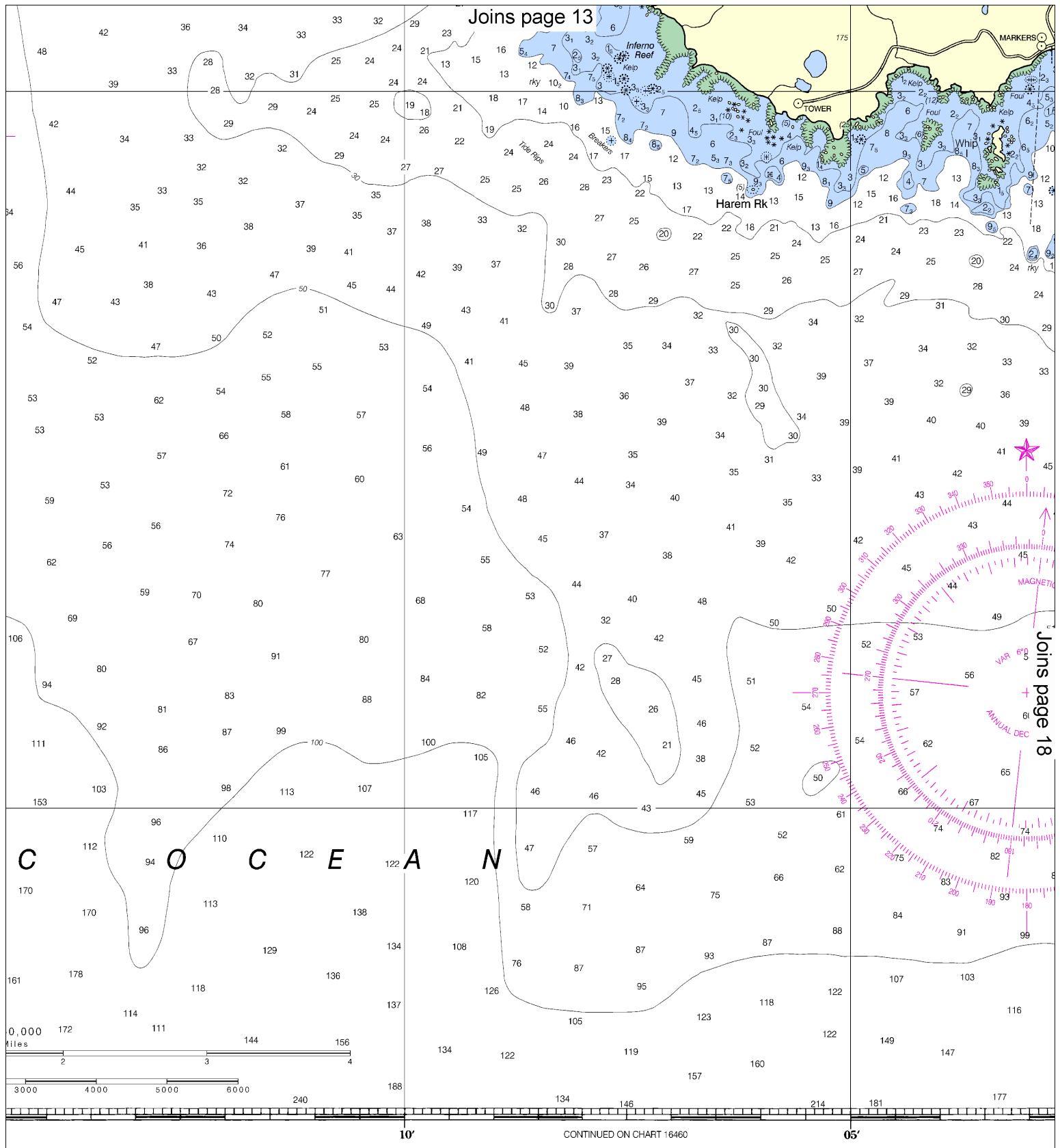
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:50,000
 Nautical Miles

See Note on page 5.





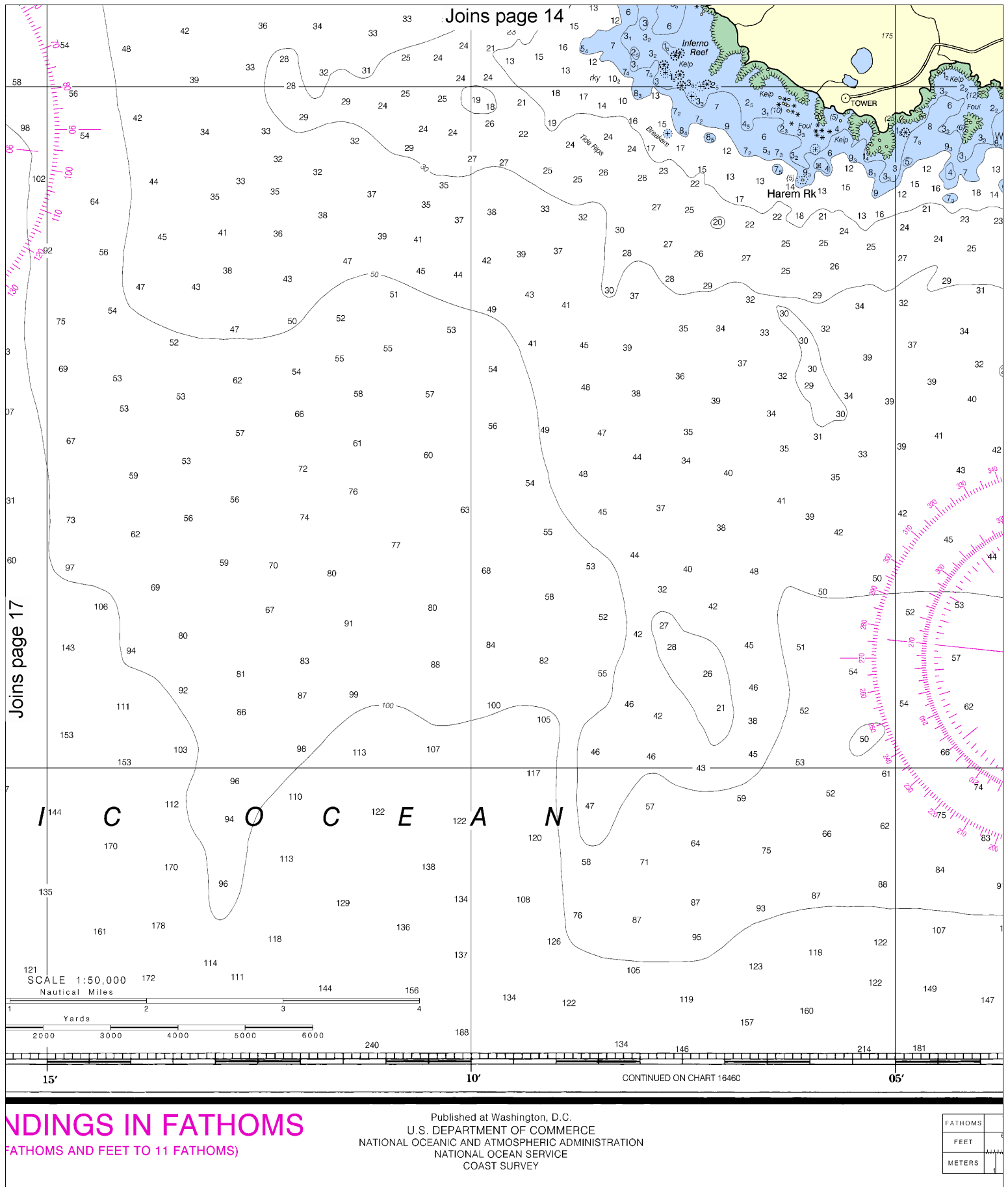
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Joins page 18

S IN FATHOMS
FEET TO 11 FATHOMS)

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

| | | | | | |
|---------|---|----|----|----|----|
| FATHOMS | 1 | 2 | 3 | 4 | 5 |
| FEET | 6 | 12 | 18 | 24 | 30 |
| METERS | 1 | 2 | 3 | 4 | 5 |



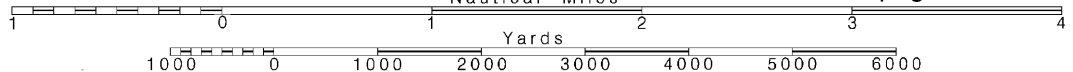
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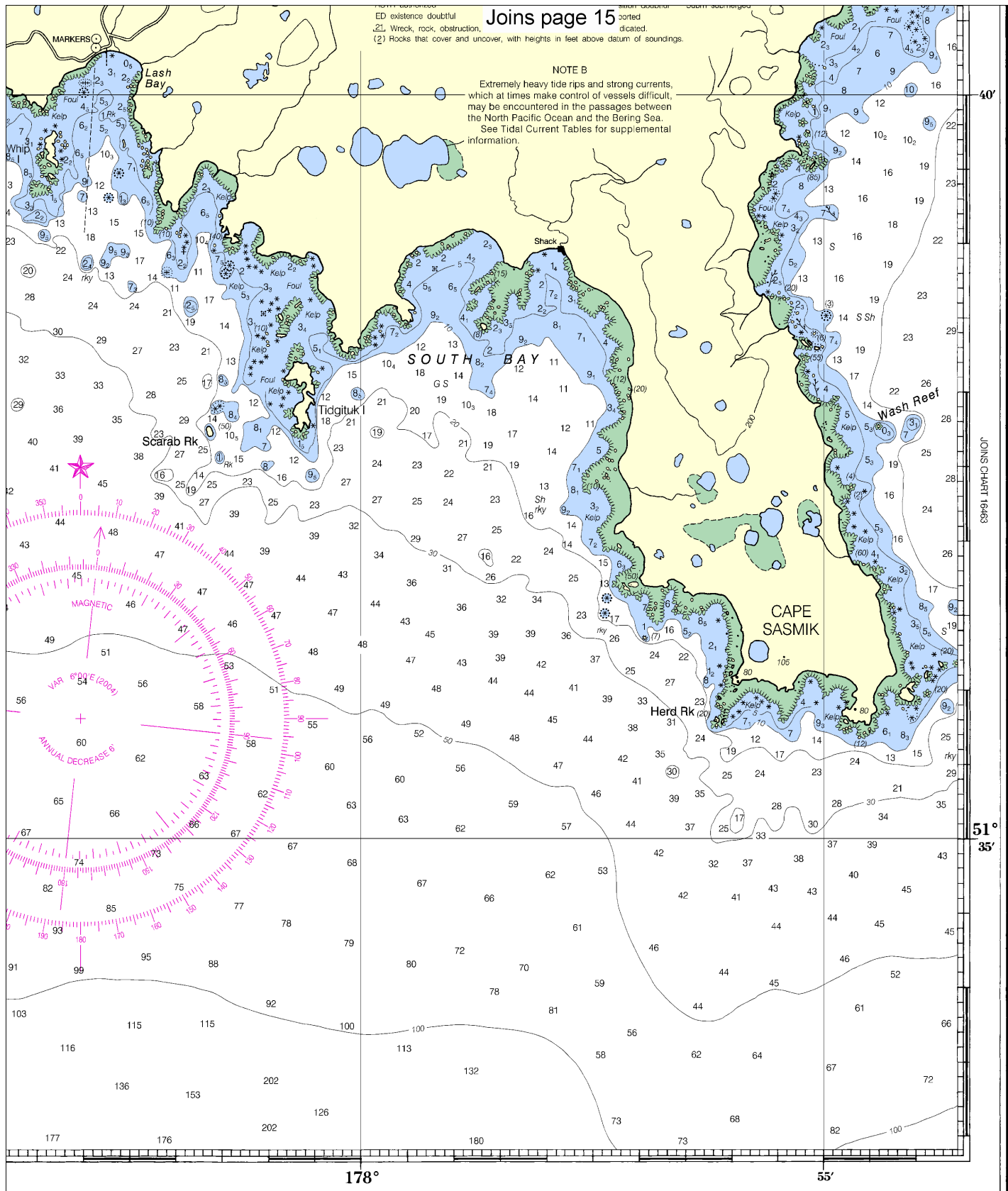
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:50,000
Nautical Miles

See Note on page 5.





JOINS CHART 16463

ED. NO. 6

NSN 7642014011312

NGA REFERENCE NO. 16BHA16462

Tanaga Bay and Approaches
SOUNDINGS IN FATHOMS - SCALE 1:50,000

16462



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

| | | |
|---|---|---|
| Nautical chart related products and information | — | http://www.nauticalcharts.noaa.gov |
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| Report a chart discrepancy | — | http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx |
| Chart and chart related inquiries and comments | — | http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs |
| Chart updates (LNM and NM corrections) | — | http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html |
| Coast Pilot online | — | http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm |
| Tides and Currents | — | http://tidesandcurrents.noaa.gov |
| Marine Forecasts | — | http://www.nws.noaa.gov/om/marine/home.htm |
| National Data Buoy Center | — | http://www.ndbc.noaa.gov/ |
| NowCoast web portal for coastal conditions | — | http://www.nowcoast.noaa.gov/ |
| National Weather Service | — | http://www.weather.gov/ |
| National Hurricane Center | — | http://www.nhc.noaa.gov/ |
| Pacific Tsunami Warning Center | — | http://ptwc.weather.gov/ |
| Contact Us | — | http://www.nauticalcharts.noaa.gov/staff/contact.htm |



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker